



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LUBBOCK, TX	<b>Accident Number:</b>	FTW92LA033
<b>Date &amp; Time:</b>	11/30/1991, 1855 CST	<b>Registration:</b>	N73SW
<b>Aircraft:</b>	BOEING 737-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	N/A
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

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## Analysis

THE FLIGHT WAS ESTABLISHED ON FINAL APPROACH FOR LANDING AT 190 KNOTS AND APPROXIMATELY 4700 FEET MSL ON A DARK NIGHT, WHEN IT ENCOUNTERED A FLOCK OF CANADIAN GEESE. ONE GOOSE PENETRATED THE PRESSURE BULKHEAD THROUGH THE RADOME. ANOTHER SPLATTERED DEBRIS OVER THE CAPTAIN'S WINDSHIELD, AND OTHERS DAMAGED FAIRINGS, WING ROOTS, AND KRUEGER FLAPS. THE FLIGHT CREW DID NOT SEE THE GEESE BEFORE IMPACT. THE FIRST OFFICER TOOK OVER THE CONTROLS FROM THE CAPTAIN AND LANDED THE AIRCRAFT WITHOUT FURTHER INCIDENT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE IN FLIGHT COLLISION WITH GEESE. A FACTOR WAS THE DARK NIGHT.

## Factual Information

### Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N73SW
Model/Series:	737-200 737-200	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	130
Date/Type of Last Inspection:	11/29/1991, Continuous Airworthiness	Certified Max Gross Wt.:	115500 lbs
Time Since Last Inspection:	7 Hours	Engines:	2 Turbo Fan
Airframe Total Time:	32985 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	JT8D-9(A)
Registered Owner:	SOUTHWEST AIRLINES	Rated Power:	14500 lbs
Operator:	SOUTHWEST AIRLINES	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	SWAA

### Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	LBB, 3281 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1851 CST	Direction from Accident Site:	80°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	1° C / -6° C
Precipitation and Obscuration:			
Departure Point:	ALBUQUERQUE, NM (ABQ)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1718 MST	Type of Airspace:	Class E

## Airport Information

Airport:	LUBBOCK (LBB)	Runway Surface Type:	Concrete
Airport Elevation:	3281 ft	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	VOR/DME; Visual
Runway Length/Width:	8001 ft / 150 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	N/A	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	N/A	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	RAY WALL	Report Date:	03/31/1993
Additional Participating Persons:	AL BOONE; DFW INT'L ARPT, TX		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).